

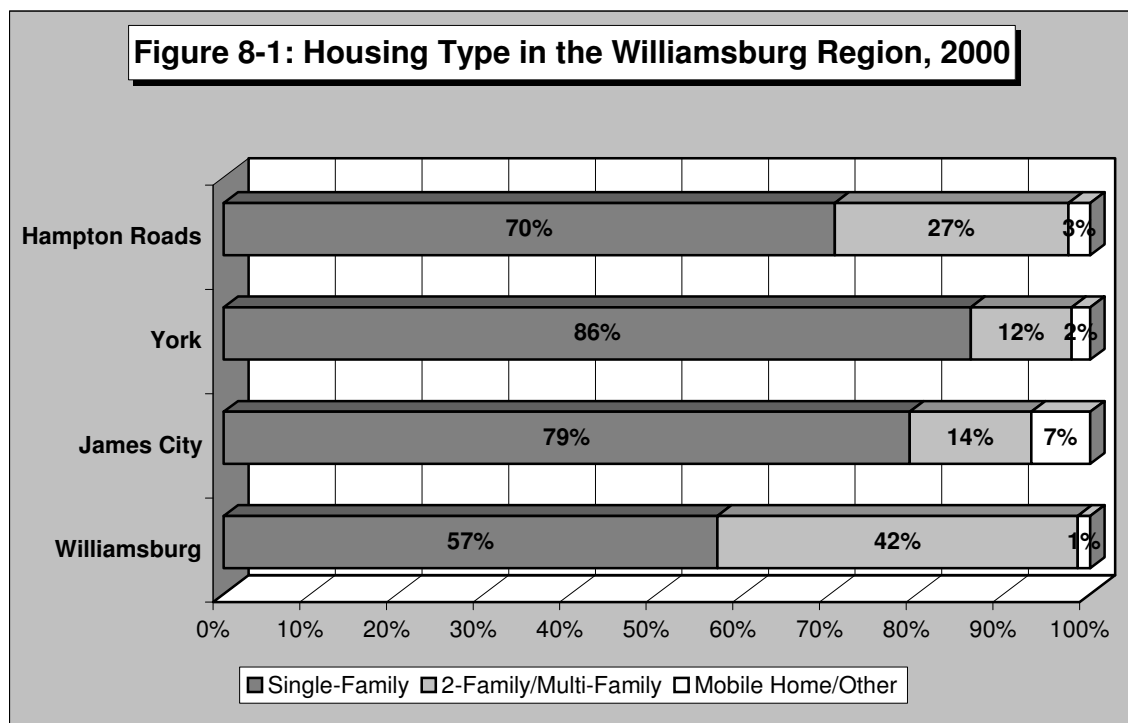
## Chapter 8 **Neighborhoods and Housing**

Williamsburg is a city of neighborhoods, which range in character from large lot single family to high density multifamily, and with densities ranging from 1½ to 60 units per acre. The Plan's goal for Neighborhoods and Housing is to "Protect and enhance the quality of the City's residential neighborhoods, and encourage the provision of affordable housing for City residents."

### **2000 CENSUS**

#### **Housing Type**

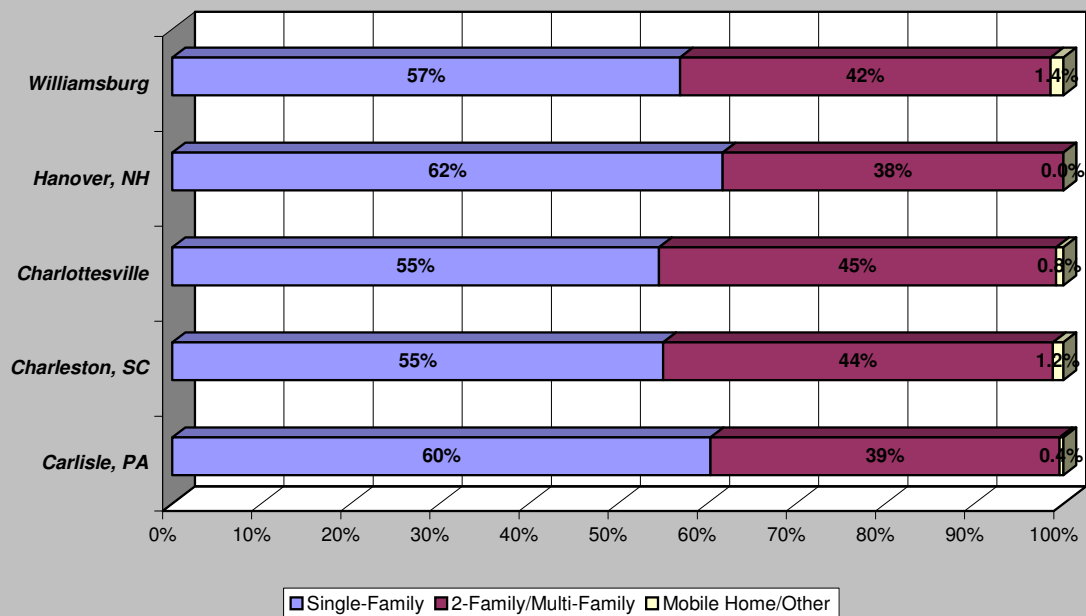
Single-family homes dominate the housing market in the Williamsburg region, ranging from 57% of the total housing stock in Williamsburg to 86% of the total housing stock in York County. However, 42% of Williamsburg's housing stock is two-family or multi-family dwellings - significantly higher than the surrounding counties, where the two-family and multi-family housing stock accounts for less than 15% of the total, and substantially higher than the average of 27% for all of Hampton Roads.



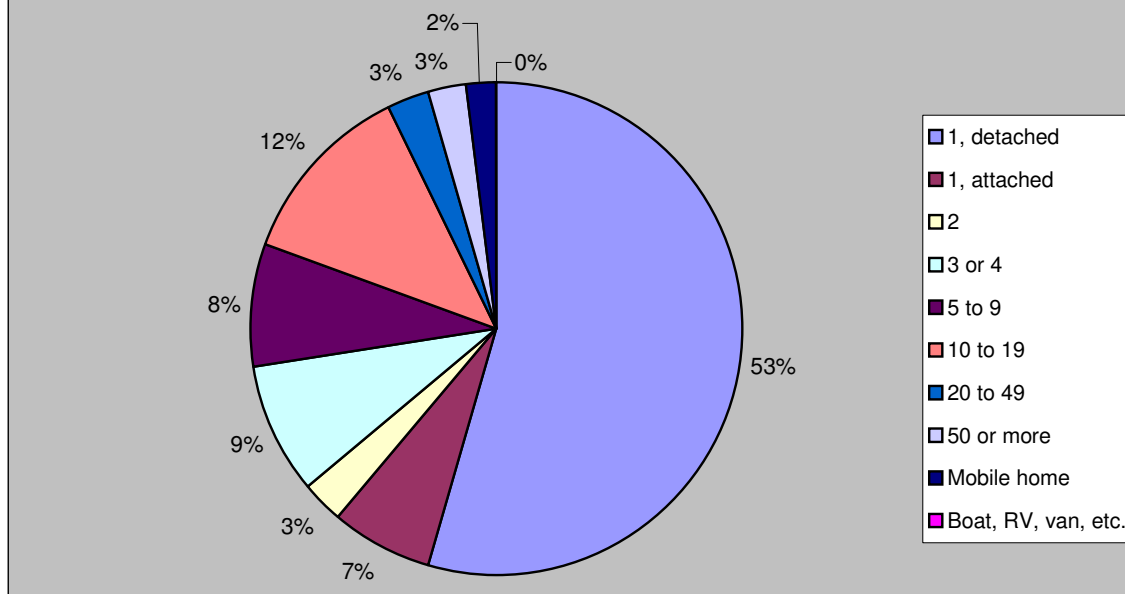
However, because college students make up 45% of the population and not all can be housed by the College of William and Mary, multi-family housing is in high demand in Williamsburg. Figure 8-2 illustrates the distribution of housing types in Williamsburg as compared to other areas with substantial college-age populations.

Exhibit 4-1 illustrates the distribution of housing types in the City by block group. Only two of the nine block groups are dominated by any form of multi-family housing. Because the City has just a few areas where multi-family dwellings dominate the housing stock, density is relatively low. Exhibit 4-2 indicates that most areas of the City have 1-7 housing units per acre, while only two census blocks have a density greater than fourteen units per acre. Figure 8-3 shows that the majority of population in the City currently resides in single-family dwellings.

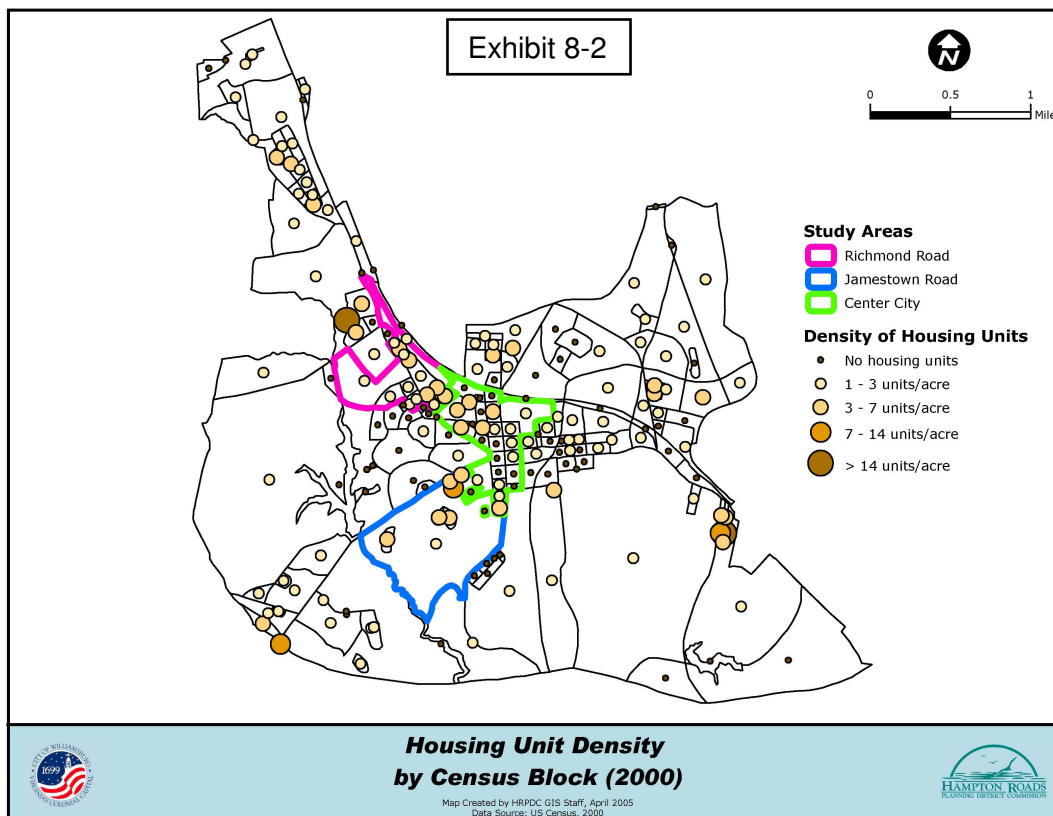
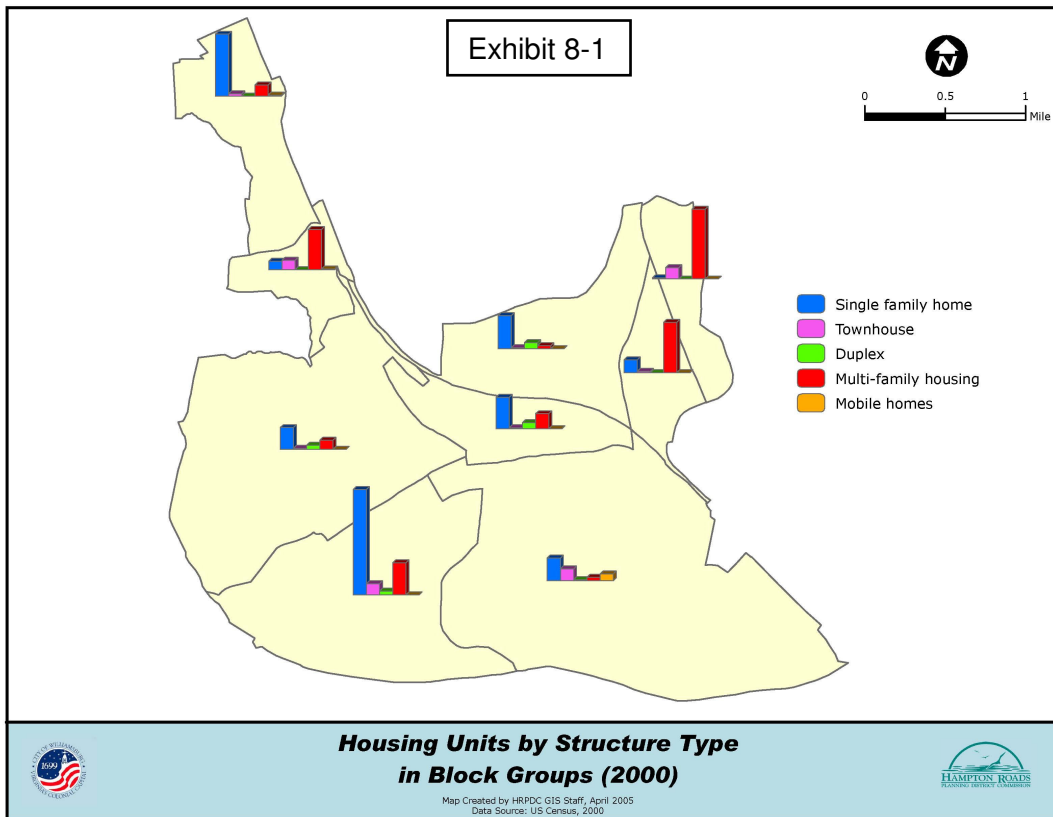
**Figure 8-2: Comparison of Housing Type in Williamsburg and Other College Towns/Cities**



**Figure 8-3: Population by Housing Type Williamsburg City, Virginia**

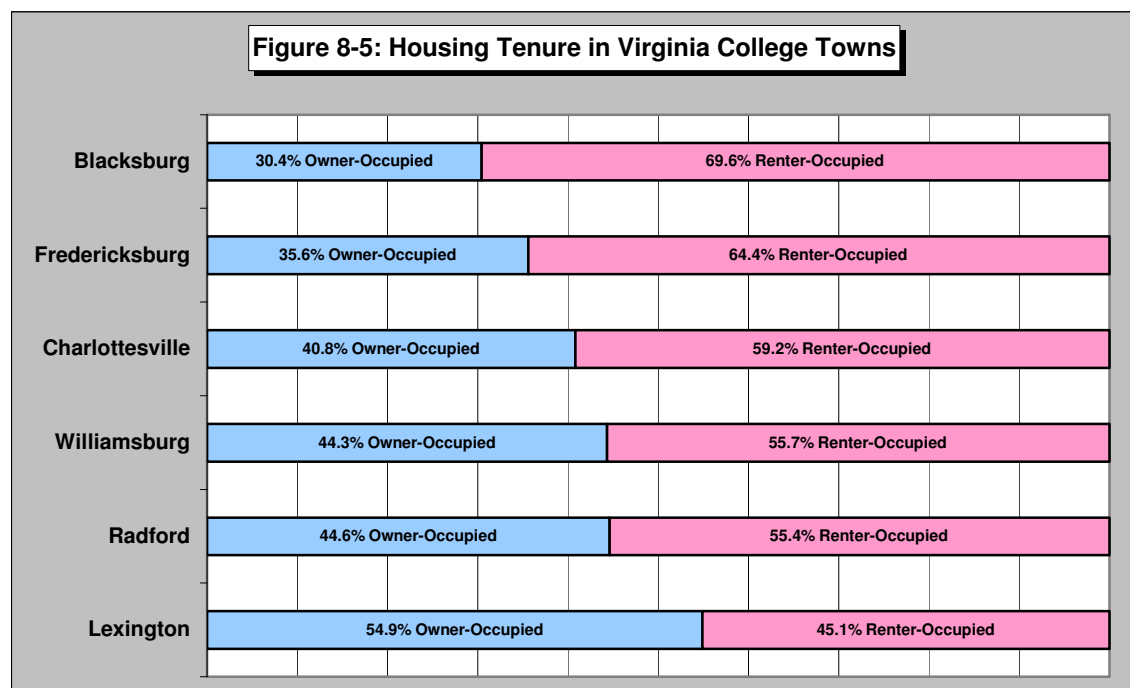
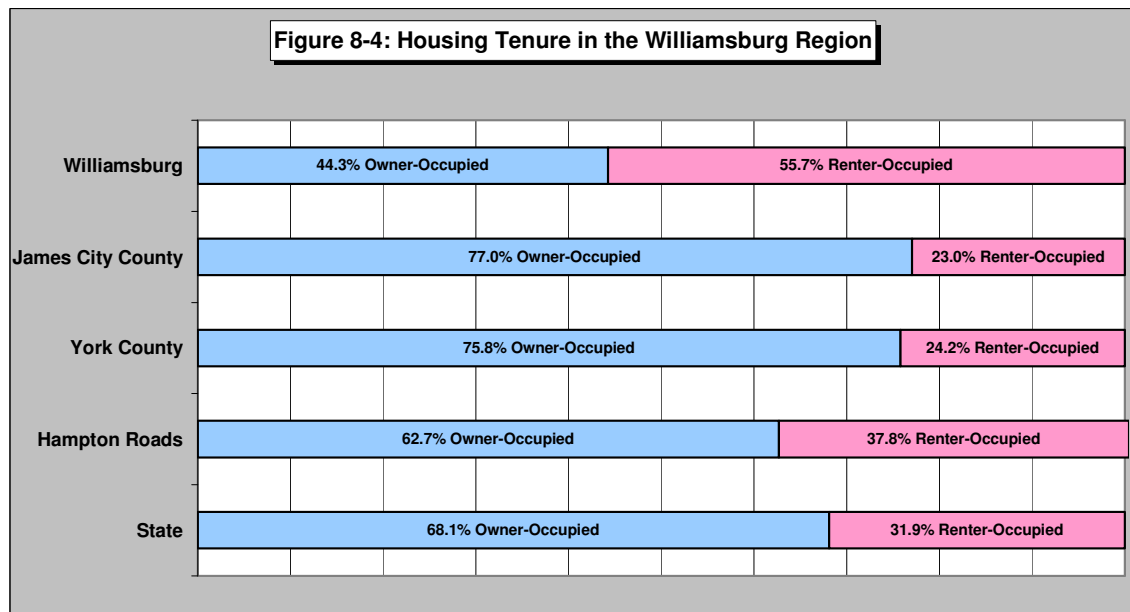


In part because of the higher number of multi-family dwellings in Williamsburg, housing units in the City are comparatively smaller. According to the 2000 Census, most housing units in Williamsburg have 4 or 5 rooms (21% and 20% respectively) with the median being 5.2 rooms. This is considerably smaller than the median of 6.2 rooms in James City, 6.6 rooms in York, and 5.8 rooms in Virginia (U.S. Bureau of the Census, 2000 Census of Housing and Population, Summary File 3, Tables H24 & H25). Regardless of their size, most units are not crowded.



## Households

According to the 2000 Census, Williamsburg has a total of 3,880 housing units of which 3,619 are occupied. This is slightly higher than the national occupancy rate of 91%, but is the same as the rest of Virginia (93%) and slighter lower than the Hampton Roads region (94%). A relatively high percentage of the occupied units are renter-occupied when compared with the rest of the region. Figure 8-4 shows that less than a quarter of the occupied units in James City and York Counties are renter-occupied compared with over 55% in the City of Williamsburg. When compared with the region (37.8%) and the state as a whole (31.9%), Williamsburg still has a much higher number of renters.



Source: U.S. Bureau of the Census, 2000 Census of Population & Housing



The City of Williamsburg's high proportion of college students accounts for some of the disparity between rental occupancy in Williamsburg and the surrounding region, but cities generally tend to have higher rental rates than suburban counties. Figure 8-5 illustrates that, when evaluated in relation to five other cities and towns in Virginia that have large colleges or universities, the proportion of renters to owners in Williamsburg is actually below average. Because the College of William & Mary houses about 76% of its full-time undergraduate students and 18% of full-time graduate students, according to an October 2004 report by the Virginia Association of College and University Housing Officers, the demand for rental housing near campus remains high. This accounts for the concentration of rental housing around the campus, particularly in the Richmond Road area. Additional concentrations of renters are also seen in the Merrimac Trail, Mount Vernon Avenue and Jamestown Road/Route 199 areas.

A significant portion of Williamsburg's population, about 37%, lives in group quarters (dormitories, nursing homes, etc.). As with housing tenure, the City has a much higher percentage of residents living in group quarters than does the rest of the region, attributable to the high number of college students living in the City (98% of the total non-household population).

**Table 8-1: Williamsburg and the Region: Non-Household Population**

	Institutionalized Population			Noninstitutionalized Population			Total
	Correctional institutions	Nursing homes	Other institutions	College dormitories	Military quarters	Other noninstitutional group quarters	
James City	460	42	492	0	0	251	1,245
York	0	118	0	0	372	137	627
Williamsburg	0	136	0	4,354	0	8	4,498
Hampton Roads	17,348	7,006	1,992	10,898	26,536	3,887	67,667
Virginia	64,036	38,865	8,583	65,557	33,752	20,605	231,398

2000 Census Summary File 1, Weldon Cooper Center for Public Service, University of Virginia

### **Household Size**

The average size of households in Williamsburg is much smaller than that of its suburban neighbors: the 2000 Census computes the average household size for the City to be 2.07 persons, down from 2.11 in 1990 and significantly smaller than the average of 2.47 for James City County or 2.78 for York County. The difference in household size is a product of the larger number of one and two-person households in Williamsburg, which account for over 75% of the total in the City. Conversely, one and two-person households account for 63% of all households in James City County and only 50% of all households in York County).

These differences in average household size also reflect the type of households in each locality. According to the 2000 Census, family households make up 74% of all households in James City County and 79% of the total in York County, but only 49% in Williamsburg. Table 9 provides a breakdown of family and non-family households for the Williamsburg region. Approximately 25% of all households in the City are occupied by residents who are 65 or over; over 30% are occupied by residents between the ages of 15 and 24. The latter are primarily students at the College of William and Mary living in non-family households.

*This 2000 Census section of this chapter was prepared for the City by the staff of the Hampton Roads Planning District Commission*

## **HOUSING TRENDS**

As pointed out in Chapter 6, Population, the character of Williamsburg's housing stock is very different for that of the surrounding counties of James City and York. Williamsburg has a much higher percentage of multifamily housing (42% vs. 14% for James City and 12% for York). Williamsburg also has a higher percentage of rental housing according to the 2000 Census – 55.7% vs. 23.0% for James City and 24.2% for York. Although Williamsburg is much different from the surrounding jurisdictions, the residential character is fairly typical for a small city that is also a college town.

One of the trends that has occurred in the City since the adoption of the 1998 Comprehensive Plan is the increase in the amount of multifamily housing constructed in the City. Although the 1998 Plan recommended that no new multifamily housing, construction since the 1998 Plan has added 336 multifamily and duplex dwellings compared with 204 single family dwellings. However, unlike past multifamily construction in the City, all of these have been developed as condominiums – the last rental project that was built in the City was Clinton Gardens in 1984. As the housing market evolves, one of the primary tasks of the 2005 Plan is to determine the proper mix for future housing in the City, both in terms of type and density.

One of the first tasks in the preparation of the 2005 Plan was to identify residential neighborhoods where special care was needed to preserve their character. Three “focus areas” were identified in the Center City, adjacent to the College of William & Mary and the Merchants Square area. These areas met the criteria of “threatened neighborhoods” in the 1998 Comprehensive Plan, which identified three major pressure sources: The gradual influx of college students into the neighborhoods, increased through-traffic concerns, and the presence of substandard or rapidly deteriorating housing. Concerning the major impact of the College, the 1998 Plan noted that

*As the College continues to gradually expand its student population without allocating a corresponding amount of new dormitory space, student demand for off-campus housing opportunities will increase. Given the fact that the current Plan does not call for any additional high density residential development, the influx of students into established neighborhoods near the College will continue, further threatening the stability of these communities. To address this issue, the College should consider providing more dorm space to serve the projected increases in enrollment as it proceeds with the ongoing update of its master plan.*

Over the past five years, the City has taken significant steps to address the pressures on the City's important downtown residential neighborhoods. These have included:

- The enforcement of the City's property maintenance code on a consistent citywide basis.
- The creation of a residential rental inspection program in July 2003.
- Pursuing grants and CDBG programs to improve infrastructure and housing (Wales, Strawberry Plains, and Braxton Court).
- The creation of a Neighborhood Guide to provide concise information to assist citizens in accessing programs and activities offered by the City government.
- Creation of a neighborhood task force to facilitate student/resident relations in residential neighborhoods near the College.

In addition, citizens have reorganized and revitalized the Neighborhood Council, giving a voice to neighborhoods citywide.

## **HOUSING PLAN**

The 2006 Comprehensive Plan envisions a multifaceted Housing Plan that is detailed in the following sections of this chapter. The Housing Plan is summarized below:

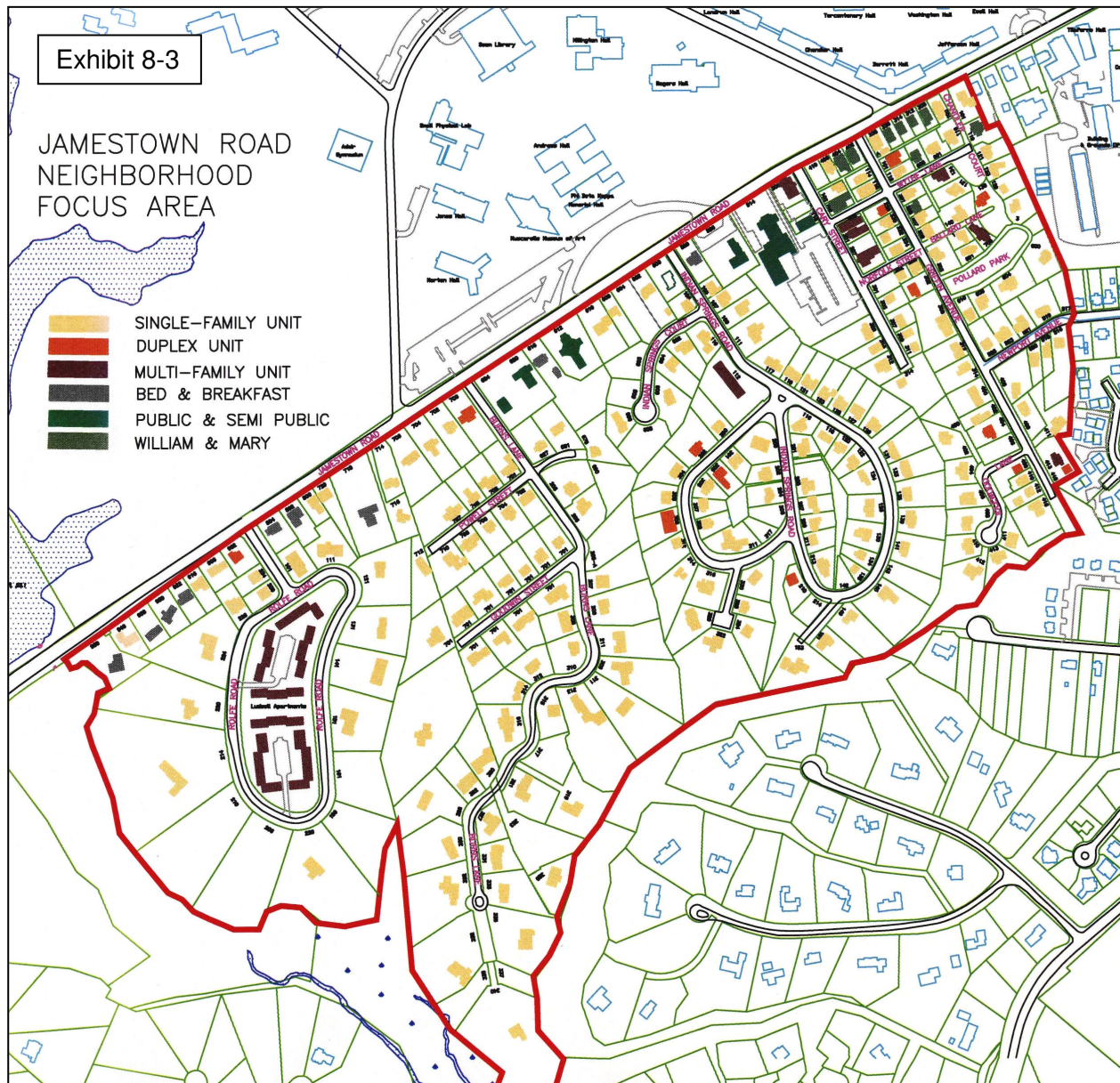
1. Preserve and protect the City's single-family neighborhoods. Property maintenance and neighborhood preservation should be promoted by enforcement of the Property Maintenance Code, Rental Inspection Program, Zoning Ordinance, and Residential Permit Parking program. Incentives should be offered to encourage owner-occupied housing, such as the program promoted by the Williamsburg Redevelopment and Housing Authority to give them first right of refusal for the purchase of single family houses through the recordation of restrictive covenants. Necessary infrastructure improvements should be identified and funded, and should be included in the City's Capital Improvement Program. Zoning regulations should be continually reviewed to make sure that they adequately protect the character of these neighborhoods.
2. Encourage a greater residential presence in the Center City area. To enhance the high-quality mixed-use character of this area, the allowable residential density should be increased to 22-units/net acre. A special use permit should be required for higher densities south of Merchants Square to insure compatibility with existing single-family neighborhoods.
3. Encourage new mixed-use neighborhoods. New higher density housing should take place in a master planned mixed-use context, such as in High Street Williamsburg and Quarterpath at Williamsburg.
4. Limit high density residential development to existing areas. High density residential is primarily concentrated in the following areas: Merrimac Trail/Parkway Drive, Mount Vernon Avenue, Patriot Lane/Claiborne Drive, and the Jamestown Road/Route 199 intersection. With 42% of the City's dwelling units being multi-family, the City has its fair share of this land use. New high density residential uses should be integrated with office, commercial and other non-residential uses in master planned mixed use developments.
5. Limit residential uses in Corridor Commercial areas. These areas should be reserved for commercial rather than residential use. Sufficient land is available outside of Corridor Commercial areas for the City's housing needs.
6. Encourage the development of low and moderate income owner-occupied housing in appropriate locations. The City, primarily through the efforts of the Williamsburg Redevelopment and Housing Authority, has developed 104 subsidized rental units and 75 owner occupied single-family dwellings. Future efforts for affordable housing should concentrate primarily on owner-occupied housing.
7. Develop an adequate solution to college student housing. The demand for student housing on the campus of the College of William and Mary and in the area surrounding the College has an impact on the largely single family neighborhoods adjacent to the College along Richmond Road and Jamestown Road. It is the responsibility of the College to provide an appropriate amount of student housing on the campus. Additionally, City regulations should encourage appropriate student oriented housing off-campus to supplement the housing provided by the College.

When this Housing Plan is translated to land use, there is a potential for approximately 700 new single-family homes, and 1,800 new multi-family dwellings. Of these new dwellings, 68% are estimated for owner-occupancy, and 32% for rental-occupancy. Low and moderate income housing could comprise up

to 200 dwelling units, or 8% of the projected housing growth. Housing in master planned mixed-use developments should total approximately 1,600 dwelling units, or 64% of the projected growth. Completion of this development will represent a residential build-out for the City. Based on the 2000 Census, and the type of development anticipated, the City should have approximately 4,000 owner-occupied dwellings (56%) and approximately 3,200 renter-occupied dwellings (44%) at build-out. This compares to the 2000 Census figure of 1,602 owner-occupied dwellings (44%) and 2,017 renter-occupied dwellings (56%).

## RESIDENTIAL FOCUS AREAS

### Jamestown Road Focus Area



This area extends along Jamestown Road from Chandler Court to Lake Matoaka, and includes several historic neighborhoods that are included in the Architectural Preservation District (see Chapter 6, Community Character):

*Chandler Court* was developed in the late 1920s by John Garland Pollard, who served as Mayor and was elected Governor of Virginia in 1930. Chandler Court has a formal entrance from Jamestown Road and is characterized by simple Colonial Revival style houses with well developed residential landscaping. There is a distinctive “court” or circular drive in the center, and an unusual pedestrian connection with Pollard Park. Chandler Court was placed on the National and State Registers of Historic Places in 1997.

*Pollard Park* adjoins Chandler Court to the south. It was developed by Governor Pollard in the 1930s, and the landscaped ravine in the center provides a park-like setting for its Colonial Revival style houses that reflect the influence of the contemporary Colonial Williamsburg restoration. Along with Chandler Court, Pollard Park was added to the National and State Registers of Historic Places in 1997.

*Indian Springs* subdivision was developed in the 1940s and 1950s, and is characterized by small, predominantly Colonial Revival style houses in a variety of forms. This single-access, looping subdivision is significant in that the plat designated parks, parkways and walkways to be shared by the residents.

*Burns Lane Subdivision* was developed in several stages. The upper portion was platted between 1929 and the 1940s, and is characterized by small, predominantly Colonial Revival style houses in a variety of forms. The lower portion, which is outside of the Architectural Preservation District, was subdivided in 1946 and was developed in the 1950s and 1960s.

#### Analysis

In 2005, the Jamestown Road Focus Area has a total of 402 dwelling units: 217 single family dwellings (including 10 Bed and Breakfasts), 24 duplex dwelling units in 12 buildings, 43 multifamily dwelling units in eight buildings, and 118 multifamily dwelling units in the Ludwell Apartments (seven buildings), which is leased by the College. There are 186 owner-occupied dwelling units (46.3%) and 216 renter-occupied dwelling units (53.7%), compared to the City totals of 44.3% owner-occupied and 55.7% renter-occupied. If the Ludwell Apartments are excluded, there are 186 owner-occupied dwelling units (65.5%), and 98 renter-occupied dwelling units (34.5%). The breakdowns by neighborhood are:

- Burns Lane area: 92.5% owner-occupied; 7.5% renter-occupied.
- Indian Springs: 69.1% owner-occupied; 30.9% renter-occupied
- Jamestown Road: 55.9% owner-occupied; 44.1% renter-occupied
- Griffin Avenue area: 46.6% owner-occupied; 53.4% renter-occupied
- Rolfe Road with Ludwell Apartments: 9.2% owner-occupied; 90.8% renter-occupied
- Rolfe Road without Ludwell Apartments: 92.3 owner-occupied; 7.7% renter-occupied

Like any of the downtown residential neighborhoods, portions of the Jamestown Road area are not exclusively residential in character. In addition to the dwellings described above, there are 10 College buildings and 5 church or synagogue buildings. Although not in the “Jamestown Road Focus Area,” the main campus of the College is directly across the street, and the edge along Jamestown Road is characterized by dormitories, classroom buildings, Phi Beta Kappa Hall, and parking lots. New construction proposed by the College will definitely have an effect on this area, and includes the Barksdale Dormitories in 2005-06, the Parking Garage next to Adair Gym on Campus Drive in 2005-06; the renovation of the Lake Matoaka Amphitheater in 2006-07; and the new Business School at the corner of Jamestown Road and Campus Drive (no construction schedule established).

An important transitional use for this area is the location of Room Rentals to Visitors (Bed & Breakfast) along Jamestown Road. Over the past ten years, Bed & Breakfasts have become an important stabilizing influence along the entrance corridors bordering the City’s older residential neighborhoods. The last revision to the Bed & Breakfast regulations, made in 1995, allowed these uses to expand to four rental bedrooms along designated corridors, with a quota established along each corridor (15 for Jamestown Road).

The *Jamestown Road Area Parking and Traffic Study* was completed in 2004, and identified projects such as the reconfiguration of the Campus Drive intersection, additional crosswalks and sidewalks, and traffic calming measures for the Newport Avenue/Griffin Avenue area. A conceptual plan for a roundabout on Jamestown Road at College Corner was presented for future consideration.

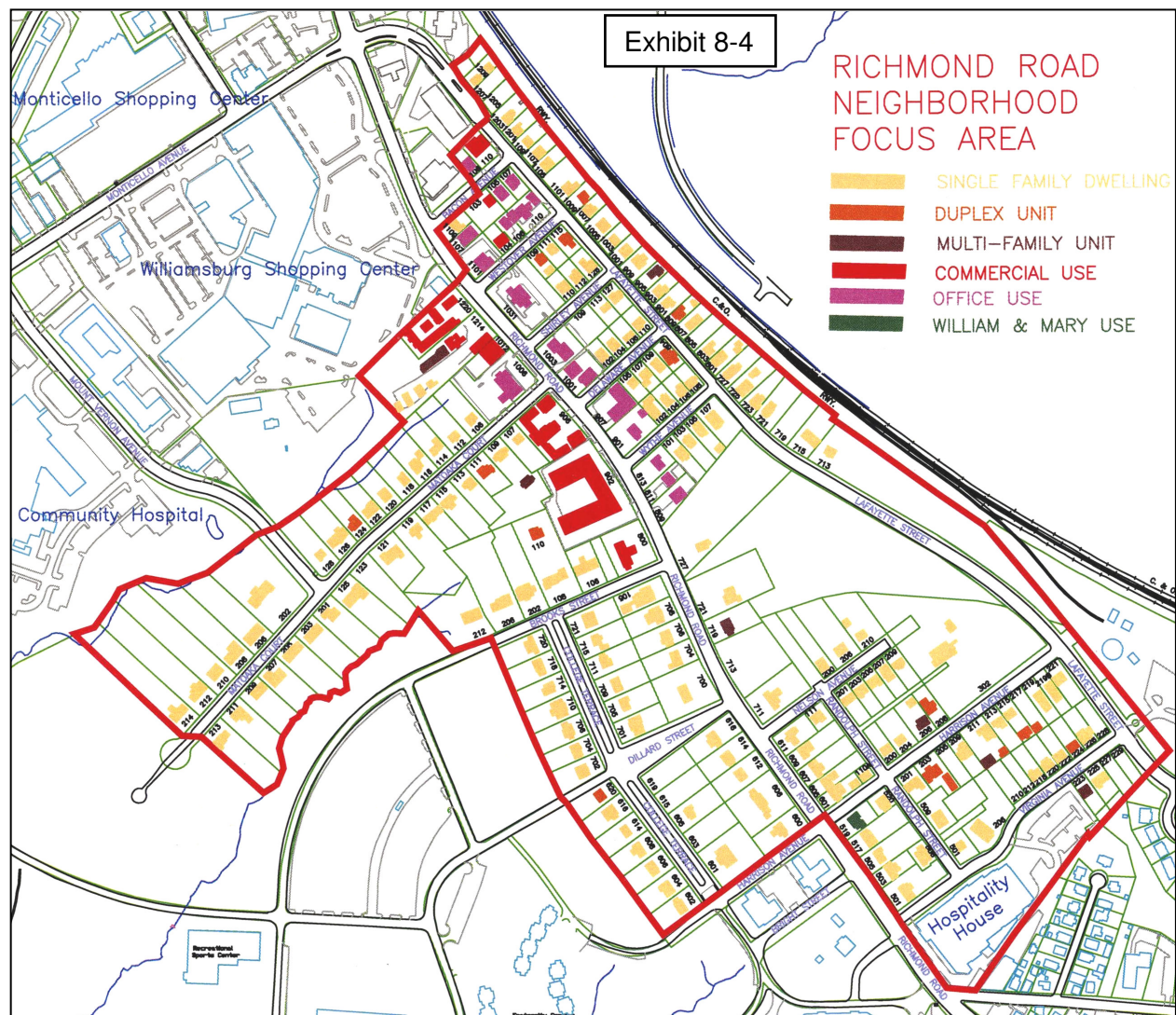
*Recommendations*

The Jamestown Road Focus Area is a predominantly single family owner-occupied residential neighborhood, except for the concentration of students in the Griffin Avenue and Rolfe Road areas, and the College, religious and Bed and Breakfast uses located along Jamestown Road. With this in mind, the following recommendations are made for the future land use in this area:

1. Land Use Designation. The existing Low Density Single Family Detached Residential land use (3 units/net acre) should be continued for this area, with the exception of the existing High Density Multifamily Residential (14 units/net acre) for the Ludwell Apartments on Rolfe Road.
2. Neighborhood Preservation should continue to be a City priority to ensure that this remains a viable single family residential area. Suggested actions include:
  - a. Offer incentives to encourage owner-occupied housing, such as the program promoted by the Williamsburg Redevelopment and Housing Authority to give them first right of refusal for the purchase of single family houses through the recordation of restrictive covenants.
  - b. Continue proactive enforcement of the Property Maintenance Code and the Residential Rental Inspection Program.
  - c. Review zoning regulations to make sure that they adequately protect the character of the residential neighborhoods in this area.
3. Bed & Breakfast uses should be granted additional flexibility so that they continue as a viable use in this neighborhood, but this should be tempered with limitations that ensure that the residential character of the area is not compromised. To this end, the quotas should be adjusted as needed, and the Zoning Ordinance should be amended to allow for the potential to increase the number of rooms rented, based on criteria to ensure compatibility with the neighborhoods.
4. The College of William & Mary should be encouraged to improve its maintenance of its Jamestown Road houses between Cary Street and the old Bookstore, and to consider neighborhood impacts as its construction and expansion plans along Jamestown Road are developed. In the event that these houses are no longer needed for College purposes, the College is encouraged to offer them for conversion back to residential use.
5. Transportation needs for this area should continue to be monitored, with improvements being made as appropriate. These improvements may include additional traffic calming measures, bicycle and pedestrian improvements, and intersection improvements at Campus Drive and College Corner.



## Richmond Road Focus Area



This area extends along Richmond Road from Scotland Street to the Williamsburg Shopping Center, and includes several historic neighborhoods located in the Architectural Preservation District (*Chapter 6, Community Character*).

*College Terrace* was developed by the College of William & Mary in the late 1920s and early 1930s on land subdivided from the Bright Farm. Also included is the *Henley Jones Subdivision* on the north side of Brooks Street, platted in 1933. One of the purposes of the development was to provide housing for professors at the College, but several fraternity houses were also built. The majority of the houses were built in the Colonial Revival style. The landscaped median along College Terrace, the main interior street, provides a "parkway" character. College Terrace, along with *West Williamsburg Heights*, provides a transition between the commercial and office areas on Richmond Road west of Brooks Street and the College campus to the east.

*West Williamsburg Heights* is located on the north side of Richmond Road between Virginia Avenue and Nelson Avenue on land subdivided from the Bozarth Farm in 1925. Harry D. Bozarth developed this neighborhood in the late 1920s and 1930s, characterized by predominantly Colonial Revival style houses in a variety of forms. The adjoining *Bozarth Court*

*Extended*, located at the east end of Virginia Avenue and Harrison Avenue, was platted in 1939. West Williamsburg Heights complements *College Terrace* across Richmond Road and helps create a distinctive approach to the College of William and Mary and the Colonial Williamsburg Historic Area.

*West Williamsburg* was platted in 1928 when this portion of the City was located in York County. The area is bounded roughly by Richmond Road, Bacon Street, the CSX railroad and Wythe Street. The houses are predominantly one to one and one-half stories in height, and the area contains several notable Bungalow-style houses around the Lafayette Street-Wythe Street intersection.

#### Analysis

The residential component of the Richmond Road Focus Area is a predominantly single family residential with a strong concentration of rental dwellings (except in the College Terrace area). In 2005, the Richmond Road Focus Area has a total of 219 dwelling units: 168 single family dwellings (including 10 Bed and Breakfasts), 24 duplex dwelling units in 12 buildings, and 27 multifamily dwelling units in six buildings. There are 99 owner-occupied dwelling units (45%) and 120 renter-occupied dwelling units (55%), compared to the City totals of 44.3% owner-occupied and 55.7% renter-occupied. The breakdowns by neighborhood are:

- College Terrace: 92% owner-occupied; 8% renter-occupied.
- Matoaka Court: 38% owner-occupied; 62% renter-occupied
- West Williamsburg Heights: 36% owner-occupied; 64% renter-occupied
- West Williamsburg: 32% owner-occupied; 68% renter-occupied

In addition to the residential areas listed above, there are many non-residential uses along Richmond Road, Westover Avenue and Bacon Avenue: 18 office/bank buildings, seven commercial buildings, three motels and one College building. Although not in the Focus Area, the main campus of the College is behind and beside College Terrace and Matoaka Court, and it is characterized parking lots, playing fields and dormitories.

A transitional use for this area is the location of Room Rentals to Visitors (Bed & Breakfasts) along Richmond Road. Over the past ten years, Bed & Breakfasts have become an important stabilizing influence along the entrance corridors bordering the City's older residential neighborhoods. The last revision to the Bed & Breakfast regulations, made in 1995, allowed these uses to expand to four rental bedrooms along designated corridors, with a quota established along each corridor (ten for the Richmond Road corridor).

#### Recommendations

The following recommendations are made for the future residential land use in this area (the Richmond Road mixed-use corridor from Brooks Street to the Williamsburg Shopping Center is discussed in *Chapter 10, Commercial and Economic Development*):

1. Land Use Designation. The existing Low Density Single Family Detached Residential land use (3 dwelling units/net acre) should be continued for this area, including the vacant "Casey Field."
2. Neighborhood Preservation should continue to be a City priority to ensure that this remains a viable single family residential area. Suggested actions include:
  - a. Offer incentives to encourage owner-occupied housing, such as the program promoted by the Williamsburg Redevelopment and Housing Authority to give them first right of refusal for the purchase of single family houses through the recordation of restrictive covenants.
  - b. Continue proactive enforcement of the Property Maintenance Code and the Residential Rental Inspection Program.



- c. Review zoning regulations to make sure that they adequately protect the character of the residential neighborhoods in this area.
3. Transportation improvements should include improvements to and extensions of the sidewalk system.
4. Bed & Breakfast uses should be granted additional flexibility so that they continue as a viable use in this neighborhood, but this should be tempered with limitations that ensure that the residential character of the area is not compromised. To this end, the quotas should be adjusted as needed, and the Zoning Ordinance should be amended to allow for the potential to increase the number of rooms rented, based on criteria to ensure compatibility with the neighborhoods.

### Center City Focus Area

This area has Merchants Square as its center, and extends north to the CSX Railroad, south to Mimosa Drive, west along Richmond Road to Scotland Street, and west along Jamestown Road to include the properties owned by the College of William & Mary. Because of the mixed-use character of this area, it is discussed in *Chapter 10, Commercial and Economic Development*.

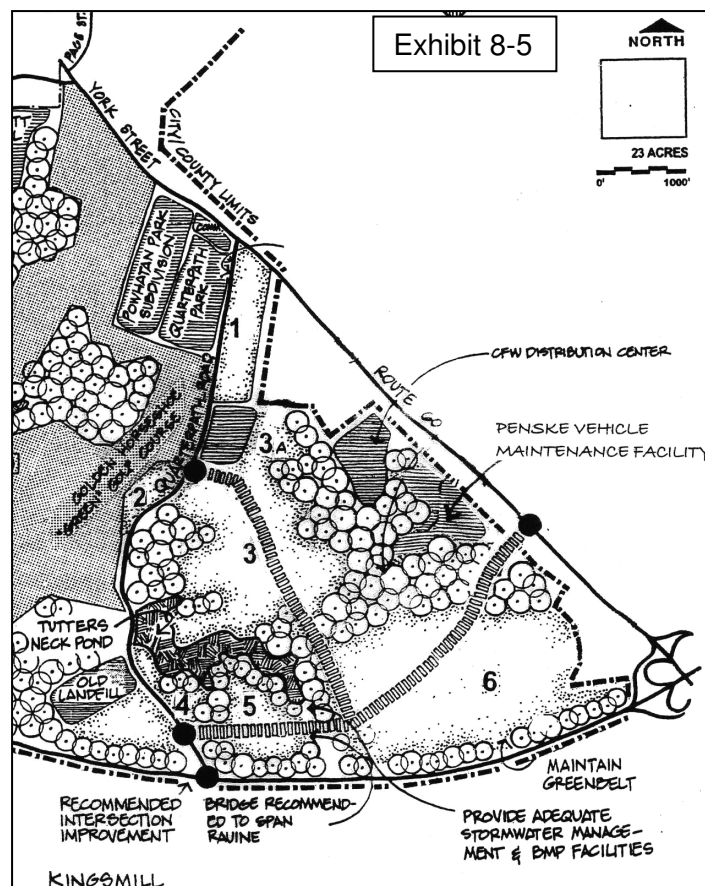
## MAJOR RESIDENTIAL DEVELOPMENTS

### Quarterpath Road Area

#### Quarterpath Park Area (Area 1)

The area the north end of Quarterpath Road, opposite Quarterpath Park is a prime site for residential redevelopment. Its location across from a major City park and within walking and biking distance of the Colonial Williamsburg Historic Area and the Center City commercial area is a plus for the redevelopment of this area into a quality residential neighborhood, and a density of 8 units/net acre would be appropriate since it is adjacent to existing commercial development and across the street from Quarterpath Park. At this density, and with a net acreage of approximately 10 acres, this area would support up to 80 dwelling units.

The redevelopment of this property, which should be considered for a variety of dwelling types, will need to use a creative site design strategy because of the narrow width of the property. Any lots fronting on Quarterpath Road should have driveway access from side and rear yards, and an alley system may be necessary. The interior street network could take the shape of a neo-traditional pattern in order to provide an urban feel to the development. Quarterpath Road needs to be widened and improved in conjunction with this development, and bikeways and sidewalks also need to be provided.



**Recommendation.** The existing Medium Density Single Family Dwelling land use (5 dwelling units/net acre) should be changed to Medium Density Multifamily Residential land use (8 dwelling units/net acre). This land use should be implemented by the RM-1 Multifamily Dwelling District, but because of the design issues outline above, the property should not be rezoned until an acceptable master plan is submitted.

#### **Redoubt Park Area (Area 2)**

This tract of vacant land is located across Quarterpath Road from the proposed Redoubt Park, and the Access to the property needs to be coordinated with access to Redoubt Park and the bicycle and pedestrian facilities planned along Quarterpath Road. This site has the potential for high quality residential uses with views of the Golden Horseshoe Green Course on the west and the historic character of Redoubt Park to the east.

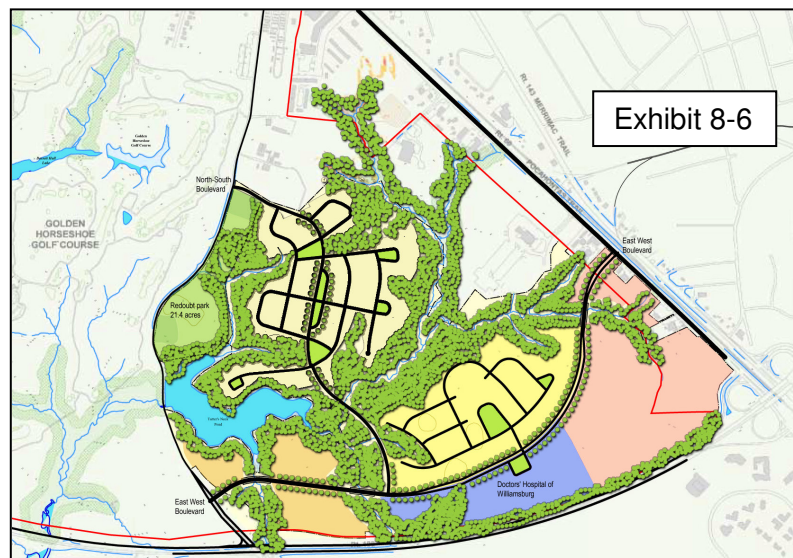
**Recommendation.** The existing Low Density Single Family Residential land use (3 dwelling units/net acre) should be continued, implemented by the existing RS-1 Single Family Dwelling District. This gives a potential for 18 houses on approximately 6 net developable acres.

#### **Quarterpath at Williamsburg (Areas 3-6)**

Quarterpath at Williamsburg is a 358 acre mixed-use development proposed by Riverside Healthcare Association, Inc., and is located on the east side of Quarterpath Road between the Colonial Williamsburg Foundation Nursery and Route 199. This master planned development is located on the largest tract of undeveloped land under a single ownership in the City, and fulfills the 1998 Comprehensive Plan's recommendation that this area be developed as a comprehensively planned mixed-use community which protects the beauty of its sensitive environmental and historic areas. The overall design creates a project that incorporates the best ideas from the 1998 Plan's recommendations for economic development and mixed-use areas, resulting in a project that contributes to the City's character by having a well designed mix of uses, rather than being a monolithic development. The housing component of this project, although much more than the 195 dwelling units recommended by the 1998 Plan, fits within the City's overall planning framework. The exact number of dwelling units on the property, shown as 955 units on the conceptual plan submitted with the rezoning request, will be determined as the development plans are finalized, and will be governed by the applicable zoning regulations and the proffers accepted for this project.

In addition to the residential component of the development, Riverside's conceptual plan proposes a hospital with up to 150 beds and 573,000 square feet of neighborhood retail and destination retail. The non-residential component is discussed in *Chapter 10, Commercial and Economic Development*.

The residential component is divided by Tutter's Neck Pond and its tributary streams, which form the environmentally sensitive center of this project. Area 3, located north of the Pond, has 96 net developable acres and will support up to 480 homes at a medium single-family density of 5 dwelling units/net acre. In conjunction with the development of this area, major improvements are needed to the transportation infrastructure, including a major north-south collector road and facilities for bicycles and pedestrians. This main collector road should be



designed to accommodate through traffic between York Street and Route 199 without unduly impacting the residential development.

*Recommendation.* The existing Low Density Single Family Detached Residential (3 dwelling units/net acre) should be changed to Medium Density Single Family Detached Residential (5 units/net acre). This land use should be initially implemented by the existing RS-2 Single Family Dwelling District (3 dwelling units/net acre), with an ability to request rezoning to PDR Planned Development Residential District if an acceptable development plan can be designed which addresses the issues outlined above. The PDR District is strongly encouraged, since this category allows a variety of dwelling types, allowing a better integration of the development with sensitive environmental areas.

Adjoining this section is Area 3A, located behind the Colonial Williamsburg Foundation Nursery. This area is now designated Low Density Single Family Detached Residential (3 dwelling units/net acre), and should be changed to Medium Density Single Family Detached Residential (5 units/net acre). While this 11 net acre area is not a part of the adjoining Quarterpath at Williamsburg development (Area 3), it should be planned for the same density in order to allow development at the same scale and intensity. There is the potential for 55 dwelling units on this site at a density of 5 units/net acre, and design and development needs to be coordinated with Quarterpath at Williamsburg to ensure that adequate vehicular access is provided.

*Recommendation.* The existing Low Density Single Family Detached Residential (3 dwelling units/net acre) should be changed to Medium Density Single Family Detached Residential (5 units/net acre). This land use should be initially implemented by the RS-2 Single Family Dwelling District (3 dwelling units/net acre), with an ability to request rezoning to PDR Planned Development Residential District if an acceptable master plan can be developed which addresses the issues outlined above. The PDR District is strongly encouraged, since this category allows a variety of dwelling types, allowing a better integration of the development with sensitive environmental areas.

Moving south of the Tutter's Neck Pond, Areas 4, 5 and 6 are planned for Economic Development land use (10 dwelling units/net acre for the residential component). The non-residential component of the development is discussed in *Chapter 10, Commercial and Economic Development*. Residential uses are limited by the Zoning Ordinance to not more than 40% of the total area of the ED Economic Development District, and this area is also subject to additional limitations through zoning proffers: no more than half of the density allowed in the ED District, and no more than one dwelling unit for each 2,000 square feet of non-residential use in the commercial area at the eastern end of the ED District adjacent to James City County. The 197.4 net developable acres of Economic Development land use, with the approved proffers, will result in a potential for up to 987 dwellings, although only 485 are shown on the conceptual plan.

Areas 4 and 5, close to Quarterpath Road, are planned by Riverside for mixed-use, including 185 condominium units. Area 6 will be the location for Doctor's Hospital at Williamsburg and major commercial uses. Its residential component will include 300 age-restricted dwelling units proposed alongside a 120-bed nursing home and a 60-bed assisted living facility. As with the area north of Tutter's Neck Pond, major improvements are needed to the transportation infrastructure including major improvements to the Quarterpath Road/Route 199 intersection and construction of the major east-west collector road that has been shown in the Comprehensive Plan since 1989. Major utility improvements for water and sanitary sewer are needed, including a 1MGD elevated water storage tank on the eastern end of the property and one or more sanitary sewer pump stations connecting to the Hampton Roads Sanitation District Force Main along Route 199.

Most of the site is located in Chesapeake Bay Preservation Areas, and this development will require construction of new stormwater retention ponds and the preservation of substantial buffer areas throughout the project area. Since Route 199 is designated as a Greenbelt street, a 75 foot buffer will also be required along its length. Preserving these environmentally sensitive areas will be a benefit both to the



## **OTHER RESIDENTIAL AREAS**

### **Capitol Landing Road/Page Street Area**

This area extends along Capitol Landing Road and Page Street from the CSX Railroad to their intersection at the Colonial Parkway. The existing Low Density Single Family Detached Residential land use (3 dwelling units/net acre) should be continued. This area includes two historic neighborhoods that are located in the Architectural Preservation District (see *Chapter 6, Community Character*). These neighborhoods, together with Minor's Park, help provide a transition between the commercial area of Capitol Landing Road north of the Colonial Parkway and the Colonial Williamsburg Historic Area.

*Capitol Heights* on the west side of Capitol Landing Road was platted in 1916, and has a consistent scale with uniform setbacks and landscaping. The modest houses vary in style and include bungalow, Colonial Revival, and simple builders' houses that date mainly from the 1920s through the 1950s. The east side of Capitol Landing Road is characterized by Colonial Revival houses in a variety of forms and two Vernacular Victorian houses, one of which was relocated to the area in the 1930s from the Colonial Williamsburg Historic Area.

*Pine Crest* subdivision, located on the east side of Page Street, was platted in 1939 on a 12-acre parcel known as the "Tan Yard lot." Pine Crest complements the architectural character and scale of the nearby Capitol Heights subdivision, and contains a mixture of architectural styles having a consistent character. Pine Crest, together with Capitol Heights and Minor's Park, reinforces the small-scale residential character of this area of the City.

### **Haynes Drive/Forest Hills Drive/Woods Drive**

Several single-family subdivisions are tucked in behind the commercial frontage on the west side of Capitol Landing Road between Parkway Drive and Woods Drive. These areas take advantage of a natural setting of wooded ravines and wetlands and close proximity to the Historic Area and the Center City.

*Recommendation.* The existing Low Density Single Family Detached Residential land use (3 dwelling units/net acre) should be continued for these areas, implemented by the RS-2 Single Family Dwelling District.

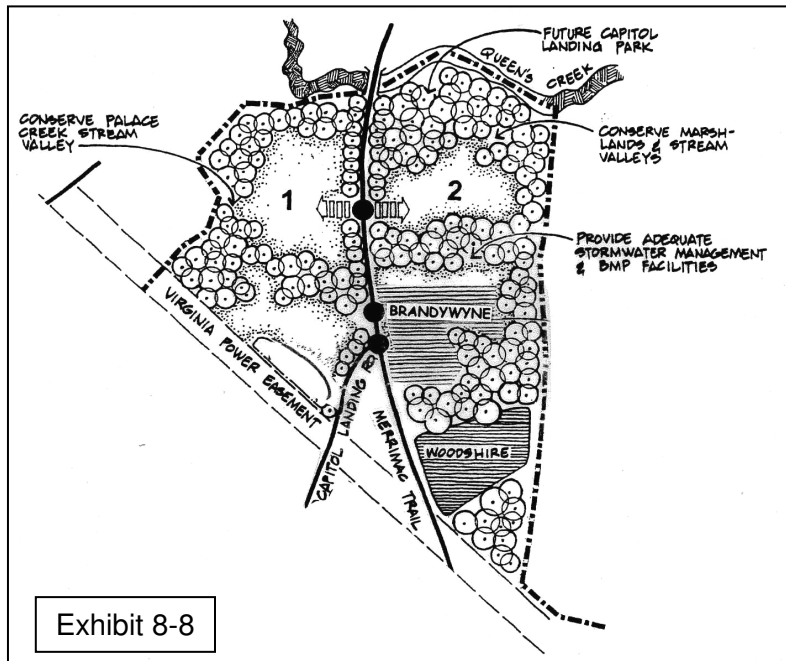
### **Northern Section (Merrimac Trail to Queen's Creek - Areas 1 and 2)**

The section of Capitol Landing Road begins at the Merrimac Trail intersection and ends at Queen's Creek, which is the northern corporate limit. Capitol Landing was at this location and operated as a colonial port during the 1700s, linked to Williamsburg by Capitol Landing Road. This area is located in an Archaeological Preservation area, and the historic site should be preserved and maintained for future archeological study. Future development should be concentrated away from this historic park area.

There are two major opportunities for residential development along Capitol Landing Road, both appropriate the lowest residential density of 3 dwelling units/net acre. Area 1 is located on the west side of Capitol Landing Road south of Queen's Creek. This 18.7-acre area could support 45 new houses on the area's 14.9 net developable acres. Area 2 is located directly across Capitol Landing Road, and is bounded on the north, south and east by the steep slopes bordering Queen's Creek. This 10.9-acre area could be developed with up to 26 new houses on the area's 8.7 net developable acres.

The development of these two areas must respect the sensitive historical and environmental character of Capitol Landing and be coordinated to share access and utility extensions. A greenbelt is designated along both sides of Capitol Landing Road, and this buffer will preserve the rural character of the historic Capitol Landing Road, a major entrance corridor into the City. The critical slopes and wetlands in and around Queen's and Palace Creeks are not suitable for development and should be preserved as permanent open space. However, these sensitive environmental areas provide excellent siting opportunities for new development.





A passive park is proposed at Capitol Landing east of Capitol Landing Road in Area 2, and has been part of the City's Comprehensive Plan since 1953. This will be similar to the park at College Landing south of the Historic Area, and will ensure that both of the City's colonial port sites are preserved. Planned development should be designed to respect the setting of this historic site and the park should be one of the major character defining features of the residential development.

Extensive utility improvements are necessary to allow new development in this area. Water and sanitary sewer lines must be extended from the Merrimac Trail/Capitol Landing

Road intersection, and a sewer pump station is necessary to provide wastewater removal. In addition, best management practices must be utilized so that Queen's Creek is not adversely impacted by the development. Most of this area is located within the Chesapeake Bay Preservation Area, and the maintenance of water quality is especially important. There is also an opportunity for development of a retention pond at the outfall of the drainage way that forms the southern border of Area 2, which could serve as a focal point for future home sites in the area.

**Recommendation.** The existing Low Density Single Family Detached Residential land use (3 dwelling units/net acre) should be continued for Areas 1 and 2, implemented by the RS-1 Single Family Dwelling District.

Brandywyne at Williamsburg, a 79-lot single-family cluster subdivision approved under the City's PDR Planned Development Residential District zoning regulations, anchors the southern end of this area. This development has its houses clustered near Capitol Landing Road and Merrimac Trail with the major wetlands at the east and south maintained as permanent open space. This area also provides a transition from the lower density residential on Capitol Landing Road to the north (Areas 1 and 2) and the High Density Multifamily residential to the east along Merrimac Trail.

**Recommendation.** The existing Low Density Single Family Detached land use (3 dwelling units/net acre) and Medium Density Multifamily land used (8 dwelling units/net acre) should be changed to Medium Density Single Family Detached land use (5 dwelling units/net acre), as it better reflects the scale and density of the existing development. This land use is implemented by the existing PDR Planned Development Residential District, which was specifically approved for the Brandywyne development.

### **Merrimac Trail**

The Merrimac Trail area between Capitol Landing Road and the southeastern corporate limits is one of the City's three major concentrations of multifamily housing, with a total of 790 dwelling units (the others are the Patriot Lane and Mt. Vernon Avenue areas). Apartment complexes in this area are Village at Woodshire, Colonial Pines, Colonial Towne and Parkway Apartments. Barclay Square is a condominium, and Priorslee and Shellis Square are townhouse subdivisions.

*Recommendation.* The existing High Density Multifamily Residential land use (14 units/net acre) should be continued, implemented by the RM-2 Multifamily Dwelling District.

### **Parkway Drive**

Parkway Drive between Second Street and Capitol Landing Road has developed as a residential area since the 1998 Comprehensive Plan. Wyndham Plantation East is a 100-unit condominium development adjoining the Colonial Parkway. Approved, but not built, are Wyndham Plantation West on the north side of the Colonial Parkway and Parkway Condominiums on the south side of the Colonial Parkway, totaling 72 units.

*Recommendation.* The existing Medium Density Multifamily Residential land use (8 units/net acre) north of the Colonial Parkway should be continued, and the existing General Business land use south of the Colonial Parkway and west of Parkway Drive should be changed to High Density Multifamily Residential land use (14 units/net acre). This land use should be implemented by the RM-1 Multifamily Dwelling District.

### **Highland Park Area**

Highland Park is a residential neighborhood located along North Henry Street north of the CSX Railroad and west of Route 132. A 12 acre undeveloped parcel is located on the east side of North Henry Street north of the 29-unit WRHA subsidized apartment complex on Dunning Street. This land has the potential to be developed as a low and moderate income single family detached subdivision similar in character and quality to the Crispus Attucks and Strawberry Plains subdivisions. To maximize the amount of housing that could be provided, and with an acceptable design, housing density could be increased to 6 dwelling units/net acre using the special use permit process in the RS-2 District. The topography of the site will require careful placement of roadways and the maintenance of proper screening from Route 132, which is designated as a Greenbelt street. To create a suitable pedestrian environment, sidewalks should be provided on both sides of the street and link to the existing sidewalks on North Henry Street.

*Recommendation.* This existing Low Density Single Family Detached Residential land use (3 dwelling units/net acre) should be continued, except for a small portion adjacent to Dunning Street which should continue to be designated Medium Density Multifamily Residential land use (8 units/net acre) – this encompasses the 29-unit apartment complex owned by the Williamsburg Redevelopment and Housing Authority. These land uses should be implemented by the RS-2 Single Family Dwelling District and the RM-1 Multifamily Dwelling District.

### **South Henry Street**

South Henry Street south of Mimosa Drive adjoins the Center City Focus Area, and is comprised of four distinct residential developments. The Coves is a single-family subdivision that is bordered on either side by the Port Anne and Richmond Hill single-family cluster subdivisions. The Oaks on Henry, a townhouse subdivision, is located on the east side of South Henry Street just south of Papermill Creek.

*Recommendation.* The existing Low Density Single Family Detached Residential land use (3 units/net acre) should be continued the single-family areas, implemented by RS-1 Single Family Dwelling District and the existing PUD Planned Unit Development District for Port Anne. The existing Medium Density Multifamily Residential land use (8 units/net acre) should be continued for The Oaks on Henry, implemented by the RM-1 Multifamily Dwelling District.

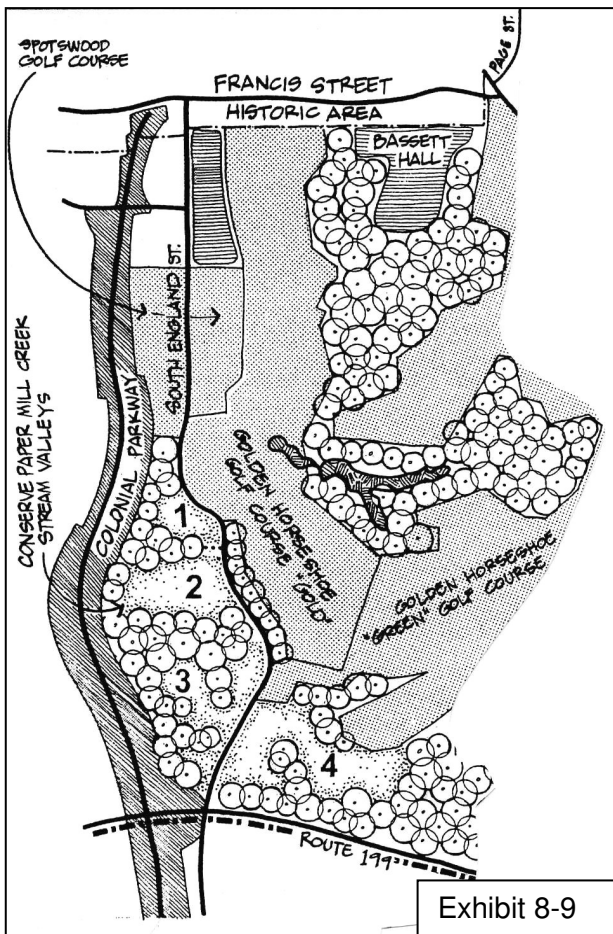
### South England Street

This area extends south along South England Street from Newport Avenue to Route 199, and begins with an historic neighborhood that is included in the Architectural Preservation District (*see Chapter 6, Community Character*).

The *Colonial Extension subdivision* was developed following the extension of South England Street. The Colonial Extension Company, Inc. purchased the 299-acre Tazewell Hall property in 1906, and the original subdivision plat had one street parallel to South England Street to the west (Colonial Street, later renamed Tyler Street), five cross streets (Tazewell Hall Avenue, later renamed Newport Avenue, Williamsburg Avenue, Pocahontas Avenue, Powhatan Avenue, and Park Avenue) and a park at the southern end of the subdivision. A few small, vernacular and builder-catalog style houses from this early 1910 development era survive. Much of the area below Williamsburg Avenue was developed with small Colonial Revival style houses in the 1930s and 1940s. Two eighteenth-century houses were relocated to this subdivision from the Historic Area: the Powell-Hallam House at 410 Tyler Street and the Galt James Cottage at 420 Tyler Street. The existing Low Density Single Family Residential land use (3 dwelling units/net acre) should be continued, except for a small section west of Tyler Street that is designated Medium Density Multifamily Residential (8 units/net acre) for the Tyler Court Townhouses. The small-scale residential character of this neighborhood should be maintained.

Further south and separated from the Colonial Extension subdivision by the Governor Spotswood Golf Course are four developable areas. Areas 1, 2 and 3 are located between South England Street and the Colonial Parkway, and Area 4 is located on the east side of South England Street between the Golden Horseshoe Green Course and Route 199, adjoining the wetlands of Tutter's Creek. Together, these four areas have 42 net developable acres with a potential for 127 houses at the lowest residential density of 3 dwelling units/net acre.

Each of these areas has severe topographical constraints that limit the density of uses, and future development must be sympathetic to the surrounding natural areas and the natural settings of the Colonial Parkway and South England Street. The sensitive environmental land located outside of the developable areas must be maintained as permanent open space to maintain the natural beauty of the area. Another limitation is the fact that South England Street south of the Colonial Extension Subdivision is not a public street, and the City's Zoning Ordinance requires that lots front on public streets. The solution to this problem is to dedicate the roadway as a public street in order to allow the development of these areas into single-family lots, or to utilize the PDR Planned Development Residential district which allows residential development on private streets that meet City construction standards. The PDR District gives the developer the ability to use a variety of housing types that will help the design respond to the difficult topography of this area.





*Recommendation.* The existing Low Density Single Family Residential land use (3 dwelling units/net acre) should be continued for this area, implemented by the RS-1 Single Family Dwelling District. The PDR Planned Development Residential District could be utilized for the land south of the Colonial Extension subdivision if an acceptable master plan can be developed.

#### **Richmond Road/Longhill Road Area**

The residential areas between Richmond Road and Longhill Road are a combination single-family and multifamily development. The oldest single-family subdivision in the area, Skipwith Farms, is bracketed by the more recent subdivisions of Longhill Woods, Piney Creek and Savannah Green.

*Recommendation.* The existing Low Density Single Family Detached Residential land use (3 units/net acre) should be continued for the single family subdivision, implemented by the RS-2 Single Family Residential District and the PUD District for Longhill Woods.

The multifamily developments along Richmond Road are one of three major concentrations of multifamily housing in the City, with a total of 330 dwelling units (the Merrimac Trail and Mt. Vernon Avenue areas are the others).

*Recommendation.* The existing High Density Multifamily Residential land use (14 dwelling units/net acre) should be continued for the three developments on Patriot Lane (Patriot Condominiums, Patriot III and Westgate), implemented by the RM-2 Multifamily Dwelling District. The existing Medium Density Multifamily Residential land use (8 units/net acre) for the adjoining Claiborne at Williamsburg should be continued. The same Medium Density Multifamily Land Use (8 units/net acre) should be continued for the small area on Waltz Farm Drive adjacent to Patriot Condominiums. Approximately eight dwelling units could be accommodated on this one net acre site. Further east at the entrance to Skipwith Farms, the Townhomes at Skipwith should also continue to be designated Medium Density Multifamily Residential land use (8 dwelling units/net acre). All of these land uses should be implemented by the RM-1 Multifamily Dwelling District.

#### **Mt. Vernon Avenue**

Mt. Vernon Avenue between Monticello Avenue and New Hope Road, with a total of 294 dwelling units, is one of the City's three major concentrations of multifamily housing (the others are the Patriot Lane and the Merrimac Trail area). Located on Mt. Vernon Avenue are five apartment complexes constructed between 1963 and 1986: Julia Ann, Spring Road, Spring Road Annex, Spring Garden and Clinton Gardens. These apartments are located between the College of William and Mary and the High Street Williamsburg development, interconnected by a growing network of sidewalks and bike lanes as well as the Treyburn Drive extension. The proximity of this area to the College makes these apartments very attractive for helping to meet the need for college student housing. Because of its strategic location, this area should be further studied to determine whether or not it should be considered for a higher residential density and/or mixed-use redevelopment.

*Recommendation.* The existing High Density Multifamily Residential land use (14 dwelling units/net acre) should be continued for this area, implemented by the RM-2 Multifamily Dwelling District. If future studies determine that a higher residential density and/or mixed-use redevelopment is suitable for this area, amendments to the Comprehensive Plan and the Zoning Ordinance should be considered.

#### **Strawberry Plains Road**

##### **Mixed Use Area**

This area is located south of Berkeley School, and borders the office uses fronting on Strawberry Plains Road on the east, existing residential lots on the south, and property owned by the College of William & Mary on the east. This land is suitable for mixed use development with an emphasis on office and institutional land use. The residential component of the mixed use development could be in several different forms: an extension of the Strawberry Plains Redevelopment area discussed below, providing

additional low and moderate income housing in a single-family and/or multifamily format; student-oriented multifamily housing; and/or senior-oriented multifamily housing. At a density range of 8 to 14 dwelling units/net acre, this 10 net acre site could support between 80 and 140 dwelling units, which could be integrated with office and/or institutional uses. Care should be taken in planning for the development because of its proximity to Lake Matoaka and the surrounding environmentally sensitive lands, and no rezoning should be approved until an acceptable master plan has been submitted. The major access to the site will be across an 80 foot strip of

land between the existing office buildings on Strawberry Plains Road with an opportunity to connect to the street system of the Strawberry Plains Redevelopment Area as a secondary access. Stormwater management would be provided by the existing retention basin.

**Recommendation.** The existing Mixed Use land use should be continued, implemented by the new LB-2 Limited Business Neighborhood District (base density of 8 dwelling units/net acre, with the ability to increase to a maximum of 14 dwelling units/net acre with a special use permit). The adjoining Office land use should be changed to the same Mixed Use land use, also to be implemented by the LB-2 Limited Business Neighborhood District.

#### **Strawberry Plains Redevelopment Area**

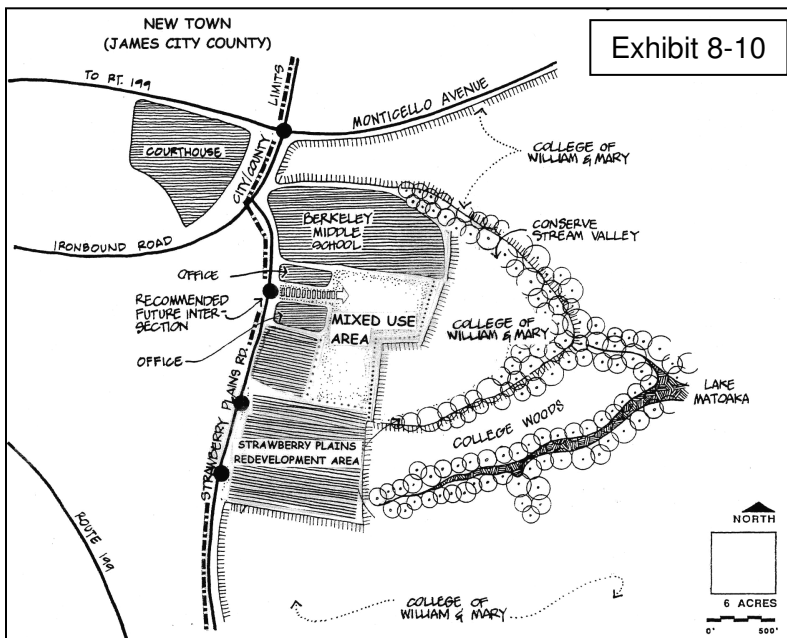
The Strawberry Plains Redevelopment Area is located on the east side of Strawberry Plains Road just south of existing residential development, and is adjacent to College Woods on the south and east. The 24 acre site redeveloped by the Williamsburg Redevelopment and Housing Authority (WRHA) was recommended for low and moderate income housing in the 1989 and 1998 Comprehensive Plans. In 2000, WRHA prepared a master plan for this site, assembling approximately 30 irregular parcels to create a master planned subdivision centered on a future City park. 57 new lots were created, and four existing houses were incorporated into the plan. This has resulted in the creation of an owner-occupied low and moderate income single family subdivision similar to the successful Crispus Attucks community developed in 1975 at the corner of Lafayette Street and Armistead Avenue. A large part of the Strawberry Plains site (31%) was preserved as green space, addressing the environmental concerns for this area, which is in the Lake Matoaka watershed. Although the majority of this site was not located in a Chesapeake Bay Preservation Area, extra steps were taken to meet the Chesapeake Bay water quality standards by building a large stormwater management facility adjacent to the subdivision.

**Recommendation.** The existing Medium Density Single Family Detached Residential land use (5 units/net acre) should be continued, implemented by the new RS-3 Single Family Dwelling District.

#### **Wales Area**

##### **Bristol Commons**

Bristol Commons is a 110-unit condominium development on the south side of Ironbound Road, bordering the Virginia Gazette to the east, the High Street Economic Development Area to the south, and



the single family Wales Subdivision to the west, designated High Density Multifamily Residential land use (14 units/net acre). This area fits in with the evolving urban character of this area, and will be linked to the High Street Williamsburg development in the future by a trail system that will be built adjacent to its southern border. The three lots fronting on Ironbound Road west of Bristol Commons are more suited for multifamily development rather than the single-family land use of the Wales Subdivision.

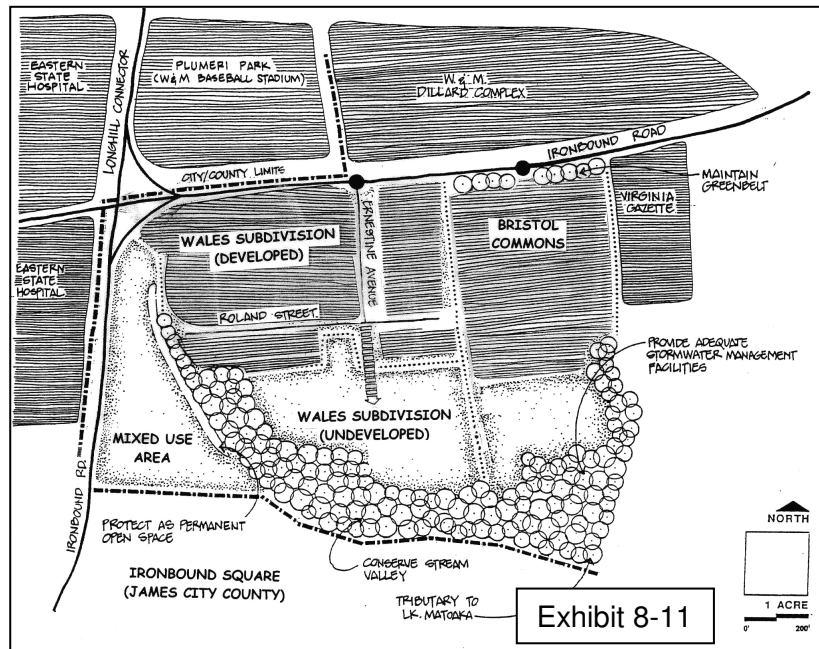
Recommendation.

The existing Medium Density Single Family Detached land use (5 dwelling units/net acre) for this area should be changed to High Density Multifamily Residential land use (14 dwelling units/net acre), implemented by the RM-2 Multifamily Dwelling District.

Wales Subdivision

The Wales subdivision was developed in the 1940's and includes over 40 homes. It is named after a former pastor of the Mt. Ararat Baptist Church who purchased the land and sold it on a lot-by-lot basis after naming the internal streets for each of his four children: Ernestine, Roland, Calvin, and Wilhelmina. With help from Housing Partnerships, the City received a Community Development Block Grant in 1996 to begin the revitalization process in the northern developed portion of the subdivision. This resulted in the renovation of several houses and many infrastructure improvements: 300 feet of new sewer line and connections to nine existing houses on Roland Street east of Ernestine Avenue; upgraded water lines and new fire hydrants; widening of Ernestine and Roland Streets with curb and gutter added; and replacement of existing drainage ditches with a 15" storm drain along Roland Street.

The undeveloped southern half of the Wales Subdivision (3.8 net developable acres) has the potential to build on the improvements that have been made to the front half, expanding this area as a low and moderate income area. Access would be by the extension of Ernestine Avenue to the south, but the creation of a practical layout for the new houses will require replatting the existing lots to create a subdivision that respects the environmental constraints of the property and includes proper screening from the adjacent mixed use area (Area 2). At a density of 5 dwelling units/net acre, this undeveloped southern half will support up to 19 new single-family homes. However, because of the need for additional low and moderate income housing in the City, this area should be further studied to determine whether or not it should be considered for a higher residential density of 8 or 14 units/net acre (the density of the adjoining Bristol Commons is 14 units/net acre). For a higher density plan to be acceptable, it would need to respect the character of the existing single family area, as well as respecting the environmental constraints of the property. In any case, the new development needs to create a suitable pedestrian environment by providing sidewalks and linking to the High Street trail system along with Bristol Commons. These pedestrian connections will help to integrate all of the residential areas into a cohesive neighborhood.



**Recommendation.** The existing Medium Density Single Family Detached land use (5 dwelling units/net acre) should be continued for this area, implemented by a new RS-3 Single Family Dwelling District allowing the same residential density. If future studies determine that a higher residential density is suitable for this area, amendments to the Comprehensive Plan and the Zoning Ordinance should be considered.

**Jamestown Road Area (west of Lake Matoaka)**

Jamestown Road west of Lake Matoaka is a stable residential area. Single-family residential developments in this area are Walnut Hills, Richneck Heights, Holly Hills, Yorkshire and The Woods.

**Recommendation.** The existing Low Density Single Family Detached Residential land use (3 dwelling units/net acre) should be continued for the single-family areas, implemented by the RS-1 Single Family Dwelling District.

Multifamily developments on the east side of Route 199 are Village Green and Woodlands Condominiums, as well as the adjoining Holly Hills Carriage Homes, a duplex subdivision.

**Recommendation.** The existing Medium Density Multifamily Residential land use (8 dwelling units/net acre) for these areas should be continued, implemented by the RM-1 Multifamily Dwelling District.

On the west side of the Jamestown Road/Route 199 intersection are Peppertree and Jamestown Commons condominiums, adjacent to commercial areas and developed at a higher density than the east side of the street.

**Recommendation.** The existing High Density Multifamily Residential land use (14 dwelling units/net acre) for these areas should be continued, implemented by the RM-2 Multifamily Dwelling District.

**AFFORDABLE HOUSING**

Williamsburg's Comprehensive Plans' have dealt with the issue of affordable housing and the improvement of housing conditions since 1953. Recommendations in 1953 and 1968 led to the establishment of the Williamsburg Redevelopment and Housing Authority (WRHA) in 1969. Projects sponsored by the WRHA include Crispus Attucks Place, a 19 lot single-family subdivision; Strawberry Plains Redevelopment Area, a 56 lot single-family subdivision; the Blayton Building, a 38 unit elderly housing apartment complex on Scotland Street; and three subsidized apartment complexes on Mimosa Drive (14 units), in Highland Park (29 units), and on New Hope Road (28 units). This a total of 75 single family lots and 104 subsidized rental units.

This Plan recognizes the need for more affordable low and moderate income housing, and several areas previously discussed are suitable for this use.

- The undeveloped portion of the Wales subdivision on Ironbound Road (page 8-19) will support 19 additional single-family dwellings, and would build on the successful upgrades that have been made to the existing subdivision by a Community Development Block Grant in 1996. If future studies determine that a higher residential density is suitable for this area, amendments to the Comprehensive Plan and the Zoning Ordinance should be considered. A plus for this area is that it will be in walking distance of the High Street Williamsburg development both over existing sidewalks and a proposed trail system.
- The Mixed Use area on Strawberry Plains Road south of Berkeley Middle School (page 8-18) will support up to 140 dwelling units of various types in a mixed use context, or a lesser number of houses if developed as a single-family subdivision to match the existing Strawberry Plains Redevelopment Area. This area is within walking distance of the Berkeley Middle School and the proposed City park to the south.

- A 12 acre undeveloped parcel in the Highland Park neighborhood is located on the east side of North Henry Street north of the 29-unit WRHA subsidized apartment complex on Dunning Street. This land has the potential to be developed as a single family detached subdivision similar in character and quality to the Crispus Attucks and Strawberry Plains subdivisions. The topography of the site will require careful placement of roadways and the maintenance of proper screening from Route 132, which is designated as a Greenbelt street. This area is within walking distance of the Center City area and the Colonial Williamsburg Historic Area.
- The Blayton Building property in the Center City area (page 10-8) is proposed for increased residential density which will allow the option of constructing additional elderly housing on this centrally located site. Up to 42 additional units could be constructed, either separately or in conjunction with other uses.

While this section has focused on housing specifically built for low and moderate income housing needs, it should be noted that a large percentage of the City's existing housing stock falls within the affordable range. The City's property tax records, based on the July 1, 2005 reassessment, listed 2,982 taxable parcels for single-family, duplex and townhouse dwellings. Of these 2,982 dwellings, 1,327 (44.5%) had an assessed value of \$180,000 or less (the threshold for moderate income housing for a family of four with a family income of \$47,350) and 736 (25%) had an assessed value of \$120,000 or less (the threshold for very low income families with a family income of \$29,600).